water in solution, first mixed in a vessel placed above the highest purifier, from which, as soon as the valve is opened, it runs, and fills up to a given height. To prevent the lime so mixed from subsiding, which it would do, there is generally a steam-engine, or other motive power, applied to keep the lime in agitation, by means of arms under a plate, and which have received the name of agitators. The lime in these vessels is used, and is well calculated for depriving, chemically, the gas of the sulphur it has imbibed from the coal, most coal possessing it to a greater or lesser extent. When gas was first introduced, the mode of purification was not known; consequently, the gas was very offensive, and useable only in open and exposed places. Latterly, however, the purification has been so much improved and attended to, that gas can, with great advantage, be introduced, and is introduced, into drawing-rooms, and even bed-rooms.

*** Much has yet to be done in the way of purification. Some of the companies, falling into habits of routine, are less careful in this respect than they should be. The metropolitan gas companies, as we have before said, need reformation.

RAILWAY JOTTINGS.

It is computed that by railway travelling, compared with the same amount of stage-coach travelling, a saving of 7,000,000*l.* to the country would have been realized in course of last year alone; but, of course, the facilities and inducements to travel, thus afforded, must have led to an actually increased expenditure, of far more than that sum, beyond what would have been exhausted by mere stage-coaching.——Major General Pasley is said to have ceased to act as the Government Inspector General. Captain Coddinton, the Deputy Inspector, is named as his probable successor.——A large, and it is said an elegant station, is to be erected at London Bridge, by the Brighton, South Coast, and South-Eastern Companies, in place of the present limited accommodation.——Application is to be made to Parliament, next session, for power to carry out the Regent Canal Railway scheme; but the waterway is to be left not only uninjured, but, it is expected, much improved. The estimate of cost by Mr. Rendell, the engineer, is 685,000*l.*, to be raised by mortgage on the canal and tolls, and by additional shares of 25*l.* each, relatively dispensed amongst the present proprietors, of whom sixty-three, representing 5,500 shares and upwards, have already acquiesced.——The London Commissioners of Sewers have granted permission to lift the pavement for laying the tubes of the electric telegraph, which is now intended to be centered exclusively in Lloyd's.——The Stowmarket station was founded on Thursday week by Mr. Revett, builder, of Stowmarket, who has obtained the contract for the erection, which is to be in the Elizabethan style, with a platform 230 feet long, and a frontage 130 feet long, facing the river. A new street is to be opened in connection with it, with a bridge over the river. Other improvements are constantly taking place at Stowmarket, which is putting on an entirely modern aspect.——The railway bridge to be erected at Yarmouth harbour is to be made of iron, on the principle of Stephenson's new Menai bridge. It will be 50 feet in width, and will be perfectly level, without any arches, although there will be seven feet allowed between it and the river. The present limited, as well as damp and unhealthy station at Nottingham, is to be rebuilt on a larger scale in the spring of next year.——Mr. S. M. Peto, contractor for the Norfolk and Cambridge line, the Southampton and Dorchester, and others in Suffolk and Cambridgeshire, is said to employ six missionaries on his works for the provision of moral and religious instruction to his men. "These missionaries visit the men from day to day. They spend the dinner hour in reading and talking to them. They distribute thousands of tracts, testaments, and other books amongst them. They teach such as are willing to read and write. They endeavour to get them to some place of worship, and preach to them; and do what they can to do them good." If such laudable zeal be tempered with discretion, much good may be done.——The contracts on the Chester and Holyhead line are in rapid progress. About 14,000 men are engaged between Chester and Conway, where 10 miles will be opened in six months, while the whole 84 miles are expected to be finished in eighteen months.——The sea, during a late gale, has done additional damage to the South Devon line, at the scene of the previous disaster, where a bare dry wall, if we recollect right, had been supposed to be sufficient to withstand the inroads of the sea, or to be sufficiently beyond reach of the lash of its waves. The former damage had been scarcely set to rights, when this new inroad was effected. The waters of the Exe estuary are said to be driven with great force, during such gales, against the wall of the railway, along the whole distance where it skirts the shore, and carried in large quantities over it, washing away the ballast from the inside, and flooding the streets of Starcross, and places adjacent. In many parts the timbers, it is added, have been left without support, while in others the whole of the concern, timbers, rails, and atmospheric pipes, have sunk into the abyss which the intruding waters had made, and put a complete stop to any further traffic, the resumption of which will be seriously delayed by the great extent and nature of the damage.——The people of Exeter are said to be involved in new railway projects to the amount of 8,000,000*l.*——The London and North-Western directors examined the tenders for making an extension of the line at Birmingham, from the present station to the centre of the town, where it is to be connected with the intended Birmingham, Wolverhampton, and Stour Valley line. There were eight tenders for the execution of the work; and that of Messrs. Brampton and Gwyther, of Birmingham, for 56,879*l.*, was accepted. The same directors have purchased 13 acres of land, at Rugby, on which to erect a new station. Fifty trains run into the present inadequate station every day.——A verdict of 300*l.* has been issued against the London and North Western Company in favour of Mr. Haywood, for injuries sustained by his wife. The Company, it is said, however, were not unwilling to compensate; only, the amount was not named by Mr. Haywood.——The contract for building the bridge over the Tweed, on the Newcastle and Berwick line, has just been let to Messrs. M'Kay and Blackstock, the contractors for a portion of the line near Belford, for 180,000*l.* The height of the bridge is to be 120 feet; and it is to consist of 27 arches, "of light and elegant structure."——A cotemporary gives the following account of the comparative extent of railway stations in France and England:—"The largest in France, the Orleans, at Paris, covers a space of 249,021 square metres. St. Lazare, at Paris, for the St. Germains, Rouen, and Versailles, covers a space of 34,700 square metres; great additions are being made. The great central station at Malines covers 130,000 square metres. The largest in England is the Bricklayers' Arms, on the London and Dover line; it covers 68,700 square metres. This station is regarded as one of the best arranged of those yet constructed. For merchandise, the most important is the Batignolles, belonging to the Rouen Company. It covers a space of 142,730 square metres. In England that of Camden-town, on the London and Birmingham line, can alone be compared to that of the Batignolles. The smallest station is that of Birmingham, which only takes up 13,500 square metres."——The sum of 80,000*l.* has been placed at the disposal of an English engineer by the King of Sardinia, for the erection of works for the construction of locomotives and steam-engines at Genoa.——M. Borsig, of Potsdam, has been engaged to construct no less than 180 locomotives in three years. Upwards of 100 have been already launched from his establishment within the last fourteen years. The proprietor has just increased the number of his workmen to 2,000.——The long-talked-of project of forming a railway from Petersburgh to Ballishport, on the Baltic, is about to be carried into execution.——A railway along the Adriatic coast is in contemplation, for the facilitation of the Indian mail through the Italian and German states.

Competition.—A premium of 15*l.* has been offered for plans, specifications, and estimates, for the erection of Framingham's Hospital, at Kings Lynn.

THE STATUE ITSELF.

Sir,—As the civil war between good taste and bad is now raging, may I be permitted to offer a few observations upon the statue of the Duke of Wellington upon the arch.

Its greatest fault is unquestionably the height of the man from the seat upwards. The Duke of Wellington never sat so high upon Copenhagen that his chin should be 12 inches above the head of his horse when erect, but so it appears. He looks either mounted on an extra saddle, or his body is too long, which latter objection I think would be found correct, if he could be dismounted and his proportions tested by the great original.

In a work of this kind, close adherence to nature should be observed; for I do not conceive that the sculptor can claim the same privilege too often caught at by our modern painters, that of sacrificing nature to effect. After ages ought to have a truthful representation of the man whose name and deeds of arms posterity will admire and wonder at.

As to the propriety of placing a statue in modern costume upon a Roman arch, we must leave this to the good sense and classic taste of those having to decide. It is undoubtedly the very worst judgment that can uphold it in its present position, to say nothing of the egregious taste of placing the statue of a man before his own door.

If it is to come down as stated, what is to become of it? Either of the parks must be its resting place, and if I may be allowed a suggestion upon this point, I would propose that the hollow at the foot of Constitution Hill be filled up within the park railing, portions of the trees removed, and a handsome opening crescent formed, level with the present road, and made to extend some way into the park, paved and surrounded with balustrading, or appropriate iron railing, the paving to be surmounted by a flight of steps and a modern pedestal of good dimensions, with its sides filled in with bas-reliefs of the principal battles of the duke.

Your now constant reader,
Secundem Artem.

Lambeth, Nov. 16, 1846.

HEALTH OF TOWNS—GOVERNMENT MEASURES.

At an interview on Friday last, between the Home Secretary (Sir George Grey), and the Chief Commissioner of Woods and Forests (Lord Morpeth), on the part of the Government, and a numerous deputation headed by Lord Ashley, on the part of the Health of Towns' Association, and accompanied by delegates from some of the provincial branches, it was elicited, that the Government are "fully alive to the importance of the subject, which has received their serious attention for some time," and that they have general measures in preparation "to be brought into Parliament early in the ensuing session." The omission of the metropolis, and Scotland and Ireland, from the general measure proposed by Lord Lincoln, was purposely made, "the different cases requiring different machinery," and properly forming the subject of separate Acts. Sir G. Grey recommended those contemplating application for local Acts to comply with the forms, but not to expend a single shilling beyond what was requisite for that purpose. The subject of graveyards is also to be dealt with by separate Act.—A local Act had been contemplated in Sunderland, and this was the advice given by Sir G. Grey to a deputation on the subject. We may here remark, that the Hull Town Council have just taken the initiative for the procurement of a local Act. On the contrary, at Ormskirk, it has been resolved to await the Government measures.

New Mosque in Cairo.—Mehemet Ali has constructed a new mosque near the citadel, which *The Times* says is the most splendid in the world. He has been engaged upon it twenty years, but avoids finishing it because a popular prophet has said that his life will end with the last stone being laid. The mosque is built of Egyptian marble, and it is really wonderful to behold, considering that it has been arranged by native architects and workmen, without any fixed plan, almost without measurement, and as it were only in imitation of other buildings of the same style.

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